

**2006**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**  
where available

**Jurisdiction Report**  
**18**

Charles City County

Prepared By  
**Virginia Department of Transportation**  
**Traffic Engineering Division**

In Cooperation With  
**U.S. Department of Transportation**  
**Federal Highway Administration**

Virginia Department of Transportation  
Traffic Engineering Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

## Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

### QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the K Factor estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Design Hour Factor (K Factor) of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.






**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source





**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

### Route Systems

	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Frontage Road (F precedes frontage route number)	
	Secondary Route	

### Special Routes

	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Traffic Engineering Division  
2006  
Annual Average Daily Traffic Volume Estimates By Section of Route  
Charles City Maintenance Area

Route		Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	
								2Axle	3+Axle	1Trail	2Trail							
From: Henrico County Line																		
5	156	John Tyler Memorial Hwy	Charles City County	4.34	1600	G	90%	1%	1%	3%	5%	0%	F	0.092	F	0.605	1600	G
To: SR 156 E Int																		
5		John Tyler Memorial Hwy	Charles City County	3.69	2400	G	90%	1%	1%	2%	6%	0%	C	0.109	F	0.704	2500	G
To: 18-609																		
5		John Tyler Memorial Hwy	Charles City County	5.68	2300	G	92%	1%	1%	2%	4%	0%	C	0.087	F	0.543	2400	G
To: SR 155 Charles City CH																		
5		John Tyler Memorial Hwy	Charles City County	3.81	2000	G	91%	1%	1%	3%	4%	0%	C	0.086	F	0.547	2100	G
To: 18-632																		
5		John Tyler Memorial Hwy	Charles City County	9.47	2100	G	91%	1%	1%	3%	4%	0%	F	0.103	F	0.512	2100	G
To: James City County Line, Chickahominy Bridge																		
From: Prince George County Line																		
106	156		Charles City County	1.31	4300	G	90%	1%	1%	2%	7%	0%	F	0.084	F	0.521	4400	G
To: SR 5; SR 156 Tyler Memorial Hwy																		
106		Roxbury Rd	Charles City County	6.67	2400	G	77%	1%	2%	3%	17%	0%	C	0.097	F	0.692	2500	G
To: 18-656 Bradley Rd																		
106		Roxbury Rd	Charles City County	3.13	2900	G	75%	1%	1%	5%	18%	0%	C	0.085	F	0.550	2900	G
To: New Kent County Line																		
106		Roxbury Rd	New Kent County (Maint: 18)	0.43	2900	N	75%	1%	1%	5%	18%	0%	N	0.085	N	0.550	2900	N
To: New Kent County Line																		
From: SR 5 John Tyler Memorial Hwy																		
155			Charles City County	3.67	1600	G	95%	1%	1%	1%	2%	0%	F	0.096	F	0.622	1700	G
To: 18-612 Ruthville Rd																		
155			Charles City County	1.61	1900	G	95%	1%	1%	1%	2%	0%	C	0.087	F	0.506	1900	G
To: 18-614 Sturgeon Point Rd																		
155			Charles City County	1.14	2800	G	95%	1%	1%	1%	2%	0%	F	0.088	F	0.569	2900	G
To: New Kent County Line																		
From: Prince George County Line																		
156	106		Charles City County	1.31	4300	G	90%	1%	1%	2%	7%	0%	F	0.084	F	0.521	4400	G
To: E SR 5																		
156	5	John Tyler Memorial Hwy	Charles City County	4.34	1600	G	90%	1%	1%	3%	5%	0%	F	0.092	F	0.605	1600	G
To: Henrico County Line																		

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Charles City County</b>																
From: Charles City Rd	0.40	1600	R			Henrico County Line					NA			NA		03/10/2005
To: Charles City Rd						18-603 Old Union Rd					NA			NA		03/10/2005
From: Charles City Rd	2.28	440	R			18-622					NA			NA		03/10/2005
To: Charles City Rd						SR 106 Roxbury Rd					NA			NA		03/10/2005
From: Charles City Rd	0.96	430	R			Dead End					NA			NA		03/16/2005
To: Charles City Rd						18-615 Glebe Lane					NA			NA		03/16/2005
From: Charles City Rd	1.03	1100	G	96%	1%	1%	1%	2%	0%	F	0.106	F	0.735	1100	G	2006
To: Charles City Rd						1.03 MW SR 155					0.108	F	0.660	1200	G	2006
From: Charles City Rd	1.65	1100	G	96%	1%	1%	1%	2%	0%	F	0.108	F	0.660	1200	G	2006
To: Charles City Rd						18-618					0.111	F	0.555	1400	G	2006
From: Charles City Rd	2.18	1300	G	96%	1%	1%	1%	2%	0%	F	0.111	F	0.555	1400	G	2006
To: Charles City Rd						18-630					0.103	F	0.635	1700	G	2006
From: Charles City Rd	0.83	1600	G	96%	1%	1%	1%	2%	0%	C	0.103	F	0.635	1700	G	2006
To: Charles City Rd						18-609										
From: Charles City Rd	1.96	720	R			18-609					NA			NA		03/10/2005
To: Charles City Rd						SR 106 Roxbury Rd					NA			NA		03/10/2005
From: Charles City Rd	2.14	1100	R			18-600 Charles City Rd					NA			NA		03/10/2005
To: Charles City Rd						SR 106 Roxbury Rd					NA			NA		03/10/2005
From: Charles City Rd	2.60	270	R			Henrico County Line					NA			NA		03/10/2005
To: Charles City Rd						SR 5					NA			NA		03/10/2005
From: Charles City Rd	0.30	30	R			Henrico County Line					NA			NA		03/10/2005
To: Charles City Rd						SR 5					0.112	F	0.781	890	G	2006
From: Charles City Rd	0.87	870	G	86%	1%	1%	4%	9%	0%	C	0.112	F	0.781	890	G	2006
To: Charles City Rd						SR 106					0.083	F	0.609	1300	G	2006
From: Charles City Rd	0.27	1200	G	95%	0%	1%	0%	3%	0%	F	0.083	F	0.609	1300	G	2006
To: Charles City Rd						18-658					0.094	F	0.5	920	G	2006
From: Charles City Rd	0.57	900	G	95%	0%	1%	0%	3%	0%	C	0.094	F	0.5	920	G	2006
To: Charles City Rd						18-639					0.102	F	0.534	650	G	2006
From: Charles City Rd	1.07	630	G	95%	0%	1%	0%	3%	0%	F	0.102	F	0.534	650	G	2006
To: Charles City Rd						18-642					0.101	F	0.541	560	G	2006
From: Charles City Rd	1.18	550	G	95%	0%	1%	0%	3%	0%	F	0.101	F	0.541	560	G	2006
To: Charles City Rd						18-609 NORTH					0.109	F	0.609	560	G	2006
From: Charles City Rd	2.34	550	G	95%	0%	1%	0%	3%	0%	F	0.109	F	0.609	560	G	2006
To: Charles City Rd						18-648					0.114	F	0.661	690	G	2006
From: Charles City Rd	0.85	680	G	95%	0%	1%	0%	3%	0%	F	0.114	F	0.661	690	G	2006
To: Charles City Rd						18-618										
From: Charles City Rd	1.59	200	R			Dead End					NA			NA		03/10/2005
To: Charles City Rd						SR 5										
From: Charles City Rd	0.46	530	G	96%	1%	1%	1%	2%	0%	F	0.099	F	0.569	540	G	2006
To: Charles City Rd						18-637 Wyatts Lane					0.107	F	0.513	500	G	2006
From: Charles City Rd	1.06	490	G	96%	1%	1%	1%	2%	0%	F	0.107	F	0.513	500	G	2006
To: Charles City Rd						18-625 West Run Rd										



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Annual Average Daily Traffic Volume Estimates By Section of Route  
Charles City Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Charles City County</b>																
From: 18-625 West Run Rd																
(609)	0.70	570	G	96%	1%	1%	1%	2%	0%	F	0.11	F	0.536	580	G	2006
To: 18-607 SOUTH																
(609)	0.69	590	G	96%	1%	1%	1%	2%	0%	F	0.101	F	0.565	610	G	2006
To: 18-607 NORTH																
(609)	3.51	690	R								NA			NA		02/27/2002
To: 18-602																
(609)	1.14	1800	G	96%	1%	1%	1%	2%	0%	C	0.088	F	0.729	1900	G	2006
To: 18-603 Old Union Rd																
(609)	0.89	1300	G	96%	1%	1%	1%	2%	0%	F	0.105	F	0.742	1300	G	2006
To: 18-631 Cool Hill Rd																
(609)	1.75	1800	G	96%	1%	1%	1%	2%	0%	F	0.094	F	0.674	1800	G	2006
To: SR 106 Roxbury Rd																
From: Dead End																
(610) Green Oak Rd	1.82	330	R								NA			NA		04/06/2005
To: SR 155																
From: 18-630 Samaria Lane																
(611) Kizze Rd	0.25	70	R								NA			NA		03/10/2005
To: Dead End																
From: Dead End																
(612) Ruthville Rd	0.80	130	R								NA			NA		03/10/2005
To: 18-615 Glebe Lane																
(612) Ruthville Rd	0.97	630	R								NA			NA		03/10/2005
To: 18-646 Oakwood Rd																
(612) Ruthville Rd	1.00	730	R								NA			NA		03/10/2005
To: SR 155																
From: Dead End																
(613) Shady Point Rd	1.30	140	R								NA			NA		03/16/2005
To: 1.30 MN Dead End																
(613) Shady Point Rd	2.11	210	R								NA			NA		03/16/2005
To: 18-623 Willcock Neck Rd																
(613) Shady Point Rd	3.50	200	R								NA			NA		03/16/2005
To: SR 5 John Tyler Memorial Hwy																
From: Dead End																
(614) Sturgeon Point Rd	1.33	60	R								NA			NA		03/16/2005
To: SR 5 John Tyler Memorial Hwy																
(614) Sturgeon Point Rd	3.60	240	R								NA			NA		03/16/2005
To: 18-615 Glebe Lane																
From: 18-615																
(614) Sturgeon Point Rd	3.93	910	G	97%	0%	1%	0%	2%	0%	C	0.101	F	0.707	940	G	2006
To: SR 155																
(614) Sturgeon Point Rd	0.18	60	R								NA			NA		03/16/2005
To: Dead End																
From: SR 5																
(615) Glebe Lane	2.20	980	R								NA			NA		03/14/2005
To: 18-612 Ruthville Rd																
(615) Glebe Lane	0.90	820	R								NA			NA		03/16/2005
To: 18-626 Old Elam Cemetery																
(615) Glebe Lane	1.50	560	R								NA			NA		03/16/2005
To: 18-614 Sturgeon Point Rd																
(615) Glebe Lane	5.37	550	R								NA			NA		03/16/2005
To: 18-623 Willcock Neck Rd																

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
Charles City County																	
616	Adams Bridge Rd	0.30	10	From:	SR 5 John Tyler Memorial Hwy										NA	NA	03/16/2005
				To:	Dead End												
617	Monguy Rd	2.10	170	From:	SR 106 Roxbury Rd										NA	NA	03/10/2005
				To:	Dead End												
618	Wilcox Wharf Rd	1.18	70	From:	Dead End										NA	NA	03/14/2005
				To:	SR 5 EAST SR 5 WEST												
618	Adkins Rd	3.40	220	R										NA	NA	1999	
618		0.49	1300	G	96%	0%	0%	1%	2%	0%	F	0.113	F	0.706	1300	G	2006
618		1.41	1700	G	96%	0%	0%	1%	2%	0%	C	0.098	F	0.667	1700	G	2006
618		0.74	1100	G	96%	0%	0%	1%	2%	0%	F	0.096	F	0.536	1100	G	2006
618		0.95	1100	G	96%	0%	0%	1%	2%	0%	F	0.101	F	0.648	1200	G	2006
618		2.00	1100	G	96%	0%	0%	1%	2%	0%	F	0.112	F	0.652	1100	G	2006
				From:	New Kent County Line												
619	Weyanoke Rd	2.56	140	R										NA	NA	03/16/2005	
619	Weyanoke Rd	0.91	360	From:	18-638 Mapisco Rd										NA	NA	03/16/2005
				To:	SR 5												
620		2.51	460	From:	18-609										NA	NA	03/14/2005
				To:	18-618												
621		0.50	30	R										NA	NA	03/16/2005	
621		2.00	48	From:	0.50 MW Dead End										NA	NA	03/16/2005
				To:	18-623 Willcock Neck Rd												
622		0.98	110	From:	SR 106 Roxbury Rd										NA	NA	03/10/2005
				To:	18-600 Charles City Rd												
623	Willcock Neck Rd	2.67	260	From:	18-613 Shady Point Rd										NA	NA	03/16/2005
				To:	SR 5 John Tyler Memorial Hwy												
623	Willcock Neck Rd	4.17	480	R										NA	NA	03/16/2005	
623	Willcock Neck Rd	1.19	380	From:	18-621										NA	NA	03/16/2005
				To:	18-615 Glebe Lane												
623	Willcock Neck Rd	1.00	100	R										NA	NA	03/16/2005	
623	Willcock Neck Rd	1.00	20	From:	1.00 MN 18-615										NA	NA	02/27/2002
				To:	Dead End												
624	Horseshoe Rd	3.10	60	From:	18-615 W, Glebe Lane										NA	NA	03/16/2005
				To:	18-615 E, Glebe Lane												
625	West Run Rd	2.35	180	From:	18-658 Kimages Rd										NA	NA	03/14/2005
				To:	18-609												

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
<b>Charles City County</b>																
(626) Old Elam Cemetery	0.50	90	R			From: Dead End					NA			NA		03/14/2005
(626) Old Elam Cemetery	1.00	280	R			To: 0.50 MN Dead End					NA			NA		03/14/2005
						From: 18-615 Glebe Lane										
(627) Old Neck Rd	1.80	130	R			To: 18-623 Willcock Neck Rd					NA			NA		03/16/2005
						From: Dead End										
(628) Courthouse Green	0.04	150	R			To: 18-644 Courthouse Rd					NA			NA		03/14/2005
						From: 0.26 MW 18-618										
(629) Alpine Rd	0.46	60	R			To: Dead End					NA			NA		03/14/2005
						From: 18-602										
(630) Samaria Lane	0.52	590	R			To: 18-611 Kizze Rd					NA			NA		03/10/2005
(630) Samaria Lane	1.07	410	R			To: 18-631 Cool Hill Rd					NA			NA		03/10/2005
						From: 18-618										
(631) Cool Hill Rd	0.60	740	R			To: 18-630 Samaria Lane					NA			NA		03/16/2005
(631) Cool Hill Rd	3.20	420	R			To: 18-609										
						From: Dead End										
(632) Tyler's Mill Rd	1.00	60	R			To: SR 5 John Tyler Memorial Hwy					NA			NA		03/16/2005
						From: Dead End										
(633) Sterling Heights Lane	0.25	220	R			To: 18-640 Herring Creek Rd					NA			NA		03/14/2005
						From: Dead End										
(634)	0.16	270	R			To: SR 155					NA			NA		03/14/2005
						From: 18-620										
(635) Holy Tree Lane	0.50	140	R			To: Dead End					NA			NA		04/06/2005
						From: SR 5										
(636) Shady Lane	0.65	180	R			To: Dead End					NA			NA		03/14/2005
						From: 18-609										
(637) Wyatts Lane	0.50	100	R			To: Dead End					NA			NA		03/14/2005
						From: 18-619 Weyanoke Rd										
(638) Mapisco Rd	0.66	190	R			To: Dead End					NA			NA		03/16/2005
						From: Dead End										
(639) The New Rd	1.00	300	R			To: 18-607					NA			NA		03/10/2005
						From: SR 5 WEST										
(640) Herring Creek Rd	0.06	140	R			To: 18-633 Sterling Heights Lane					NA			NA		03/14/2005
(640) Herring Creek Rd	0.10	100	R			To: SR 5 EAST										
						From: Dead End										
(641) Little Elam Rd	1.50	400	R			To: 18-607					NA			NA		03/14/2005

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Charles City County																
642	Stagg Run Rd	0.73	120	From:	Dead End						NA		NA		03/10/2005	
				To:	18-607											
643	The Crossover	0.02	150	From:	18-644 Courthouse Rd						NA		NA		03/14/2005	
				To:	SR 5											
644	Courthouse Rd	0.31	750	From:	SR 5 WEST						NA		NA		03/14/2005	
				To:	18-628 Courthouse Green											
644	Courthouse Rd	0.14	500	From:							NA		NA		03/14/2005	
				To:	SR 5 EAST											
645	Chickahominy Bluff Rd	0.17	80	From:	Dead End						NA		NA		03/14/2005	
				To:	SR 5 John Tyler Memorial Hwy											
646	Oakwood Rd	0.20	40	From:	18-612 Ruthville Rd						NA		NA		03/14/2005	
				To:	Dead End											
647		0.43	160	From:	18-618 Adkins Rd						NA		NA		1999	
				To:	Dead End											
648	New Quator Rd	0.30	30	From:	Dead End						NA		NA		03/14/2005	
				To:	18-607											
649		0.51	70	From:	18-618 Adkins Rd						NA		NA		02/27/2002	
				To:	Dead End											
650	Cattail Rd	3.20	360	From:	SR 106 Roxbury Rd						NA		NA		03/10/2005	
				To:	18-609											
651	Legion Rd	0.20	10	From:	SR 155						NA		NA		04/06/2005	
				To:	Dead End											
652	Wian Lane	0.31	30	From:	Dead End						NA		NA		03/10/2005	
				To:	SR 106 Roxbury Rd											
653	Mt. Pleasants	0.12	460	From:	18-609						NA		NA		03/10/2005	
				To:	18-603 Old Union Rd											
654	Deerfield Rd	0.40	180	From:	18-618						NA		NA		03/14/2005	
				To:	0.40 ME 18-618											
654	Deerfield Rd	0.60	70	From:							NA		NA		03/14/2005	
				To:	Dead End											
655	Salem Run Rd	0.35	60	From:	18-650 Cattail Rd						NA		NA		03/10/2005	
				To:	Dead End											
656	Bradley Rd	0.10	130	From:	SR 106 Roxbury Rd						NA		NA		03/10/2005	
				To:	18-603 Old Union Rd											
658	Kimages Rd	3.10	250	From:	SR 5						NA		NA		03/10/2005	
				To:	18-607											
659	Old Ferry Rd	1.01	110	From:	Dead End						NA		NA		03/10/2005	
				To:	SR 5											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
2Axle 3+Axle 1Trail 2Trail																
Charles City County																
660	Munford Dr	0.32	120	R	From: Dead End						NA		NA		04/06/2005	
					To: SR 155											
661	The Loop Rd	0.46	220	R	From: 18-604 N, Warriner Rd						NA		NA		03/10/2005	
					To: 18-604 S, Warriner Rd											
662	Community Center Rd	0.05	60	R	From: 18-612 Ruthville Rd						NA		NA		03/10/2005	
					To: Dead End											
663	Harrison Park Rd	0.11	40	R	From: Dead End						NA		NA		03/10/2005	
					To: 18-607											
664		0.45	310	R	From: SR-106 S, Roxbury Rd						NA		NA		02/27/2002	
					To: SR-106 N, Roxbury Rd											
665	Harrison Lake Rd	0.18	100	R	From: SR 5						NA		NA		03/14/2005	
					To: Dead End											
666	Harrison Lake Rd	0.54	120	R	From: Dead End						NA		NA		03/10/2005	
					To: 18-603 Old Union Rd											
667		0.22	370	R	From: 18-664						NA		NA		02/27/2002	
					To: Dead End											
670		0.19	160	R	From: Dead End						NA		NA		02/27/2002	
					To: 18-609											
675	Collins Run Pkwy	0.21	70	R	From: Cul-de-Sac						NA		NA		04/06/2005	
					To: 18-610 Green Oak Rd											
680	Old Holley Rd	0.42	80	R	From: Cul-de-Sac						NA		NA		03/10/2005	
					To: 18-603 Old Union Rd											
685		1.66	NA		From: SR 106 Roxbury Rd						NA		NA			
					To: 18-609											
803		0.50	140	R	From: Dead End						NA		NA		02/27/2002	
					To: 18-603 Old Union Rd											
9088		0.05	70	R	From: 18-644 Courthouse Rd						NA		NA		04/06/2005	
					To: 0.05 ME 18-644											
9088		0.06	40	R	From: 18-643; 18-644						NA		NA		04/06/2005	
					To: 18-615 Glebe Lane											
9089		0.06	490	R	From: 18-615 Glebe Lane						NA		NA		03/16/2005	
					To: Charles City High School											
9476		0.02	210	R	From: 18-602						NA		NA		1992	
					To: 0.02 MS 18-602											
9476		0.07	210	R	From: 18-602						NA		NA		1992	
					To: Charles City Primary School											
9671		0.10	440	R	From: 18-609						NA		NA		03/16/2005	
					To: Charles City Elem School											